

# **MEETING OF THE TECHNICAL ADVISORY COMMITTEE**

**THURSDAY, September 21<sup>st</sup>, 2006**

**Present:** Bob Brown  
Mervin Giacomini  
Karen Nygren  
Rocky Birdsey  
Mike DiGiorgio  
Hamid Shamsapour  
Dana Whitson  
Ron Downing, Alternate

**Absent:** Amy Van Doren  
Luke McCann  
Farhad Mansourian  
Jean Bonander  
Andy Preston

**Staff Members Present:** Dianne Steinhauser – Executive Director  
David Chan, TAM Program Manger  
Hank Hauge, Nolte Associates

Vice Chair Brown called the Technical Advisory Committee Meeting to order at 3:40 p.m.

## **1. Introductions**

Committee members and staff did self-introductions.

## **2. Staff Comments**

None

## **3. Committee Member Comments**

None

## **4. Open Time for Public Expression**

None

## 5. Consent Calendar

### Meeting Minutes

Action on the meeting minutes was postponed until later in the meeting.

## 6. Measure A Strategy 3, Major Roads and Related Infrastructure

### Mill Valley project

Wayne Bush, Mill Valley Public Works Director, described the Miller Avenue project as detailed in the Project Study Report (PSR).

Rory Walsh, Mill Valley Planning Director, described the environmental approval process for the project.

David Parisi narrated a presentation that illustrated the current conditions along Miller Avenue. The proposed project will address safety conditions, roadway conditions, bicycle and pedestrian facility improvements, ADA requirements, parking issues and transit.

After the presentation, TAC members and the public provided the following comments and questions regarding the project. The responses, unless otherwise indicated, are from Wayne Bush.

#### TAC Member Comments

Merv Giacomini – will median parking be moved to the side of the roadway?

*Parking options are being investigated. There is concern about the existing trees along Miller Avenue.*

Dana Whitson – what is the accident history?

*The accident rate is 4.8 accidents/million vehicle miles. Many accidents are minor, however, and many go unreported.*

Are there schools in the area?

*Dave Parisi identified the schools – Marin Horizon, Tamalpais High School and many other schools are accessed by crossing or traveling along Miller Avenue, including Mill Valley Middle School.*

Karen Nygren – Does Miller Avenue provide overflow parking for the Whole Foods parking lot?

*Yes and there may need to be a barrier installed to prevent jaywalking.*

Rocky Birdsey – In areas where there are excessive cross slopes, will new curb ramps be provided?

*The project will require new sidewalks for about 1/4 to 1/3 of the length of Miller Avenue. This will include driveway replacement. As the project is developed, resolution of non-conforming conditions will need to be determined.*

Bob Brown inquired about the use of Measure A funds for the environmental clearance of non-roadway project elements.

*Wayne Bush stated that non-roadway elements of the environmental clearance would be funded by the City as part of the Miller Avenue specific plan project. The actual cost of the environmental clearance will be approximately \$500,000. The TAM funding*

*allocation request is for \$250,000. Besides the \$125,000 shown a local funding in the PSR, the City is spending over an additional \$125,000 for initial planning studies for Miller Avenue.*

Mervin Giacomini requested more detail on the streetscape elements. Along with other TAC members, he requested that the City bring project back after some of the specifics are further along.

Karen Nugyen stated that this funding allocation needs to be given with the condition that project come back after more of the project specifics are available.

*Wayne Bush stated that the City will provide additional detail on the project to the TAC periodically.*

Eric Anderson – The bicycle and pedestrian components are critical. If you don't get BTA funding, is the bicycle element different?

*The BTA funding is not the primary funding component. Measure A and local funding are the major funding sources.*

Eric Anderson – The bike element should not be compromised; bike lanes and bike lane rehab must be critical components of the project.

Pat Seidler – Robust consideration of bike and cycling elements must be considered. The State bond measure and the non-motorized funding are both good funding ideas.

M/S Mike DiGiorgio/Rocky Birdsey to endorse the funding allocation of \$250,000 for Mill Valley. The motion was approved unanimously.

## **5. Consent Calendar**

### **Meeting Minutes**

M/S Ron Downing/Bob Brown to approve the June 15, 2006 meeting minutes. The motion was approved unanimously.

## **6. Measure A Strategy 3, Major Roads and Related Infrastructure**

### **Novato project**

Julian Skinner, Senior Engineer for the City of Novato, described project – widen Novato Blvd from two lanes to four lanes. Continue the bike/pedestrian facilities and provide drainage improvements.

The Novato Blvd project between Diablo Avenue and San Marin Drive consists of three segments:

Segment 1 – roadway reconstruction between Diablo Avenue and Grant Avenue. This project segment is currently in environmental review. The project will widen Novato Blvd from one to two lanes in each direction.

Segment 2 – pavement rehabilitation between Grant and Eucalyptus. The city is requesting a funding allocation of \$72,000 for this segment. The funds will be used for the design and environmental clearance.

Segment 3 – pavement rehabilitation between Eucalyptus Avenue and San Marin Drive.

Julian reviewed the responses to questions material distributed with the agenda packet.

After the presentation, TAC members and the public provided the following comments and questions regarding the project. The responses, unless otherwise indicated, are from Julian Skinner.

#### TAC member comments

Merv Giacomini – When will the TAC see details on Segment 1?

*The project is in the environmental review stage. Information on the project is several years out.*

Rocky Birdsey – Is the City considering low-cost housing in areas where housing is to be relocated in Segment 1? In areas where there are gaps in the sidewalks or the sidewalks are only on one side of the street, sidewalks should be added to both sides of the street. The City should also provide ADA access near transit stops.

*The City will look into these items.*

M/S Mike DiGiorgio/Dana Whitson to endorse the funding allocation of \$72,000 for the City of Novato. The motion was approved unanimously.

### **7. Measure A Strategy 4, Safe Pathways to Schools**

Hank Hauge described the Safe Pathways to Schools program and the review and evaluation process, performance criteria and project funding application. TAM would like to initiate a “call for projects” in the next few months. The review and evaluation process is similar to the Major Roads process undertaken by the TAC last year. The process, however, is not expected to be as time consuming as the Major Roads process.

The proposed projects would be submitted to the TAM based on the Travel Plans that are being prepared by the schools, in conjunction with the Safe Routes to Schools program.

The TAC members asked the source of the performance measures and if the evaluation process would be weighted as was the case in the Regional Roads process. Hank Hauge stated that the Performance Measures are identified in the Expenditure Plan and, at this time, the need to weight the performance measures is not expected. The performance measures may be applied to each project with equal weight.

Dana Whitson asked if the Capital Funding Application, item 4A, *Describe in detail the risks encountered by children who currently walk or bicycle to school and the data used to support the project* would be the actual number?

*David Parisi responded that qualitative data is often the only data available based on his experience serving on the statewide committee administered by Caltrans. Caltrans processes over 500 applications each year for their program and the qualitative numbers work for this type of evaluation process.*

Dana Whitson stated that TAM’s program should serve all areas of the County, not just schools with active parents.

*David pointed out that the schools will establish priorities with the development of the travel plans. These documents will assist the TAC by providing “pre-screening” of the applications for funding.*

Rocky Birdsey asked about leveraging the TAM funds with other sources of funding.

*David Parisi stated that Marin County has been very successful receiving Caltrans funding for SR2S projects as well, and that through TAM’s SR2S program, many cities and towns in the county actually implement minor projects with their own funding.*

TAC members asked if there is data regarding how many children will benefit?

*There a nexus between need and cost. (200 kids benefit vs. 20 kids benefit)*

Will this program serve all schools, not just schools with very active parent volunteers?

*The program will serve all schools.*

The TAC members asked if the SR2S program would still apply for State and Federal programs.

*Since leveraging funds is an evaluation criteria it would benefit the schools to pursue several funding sources. As a part of TAM's contract with the SR2S consultant, the program applies for Caltrans grants each year.*

Is there data available regarding the number of children that currently walk and bike to school?

*The funding application will contain this information.*

TAC members felt that it is important to leverage Federal and State funds, since there is more demand than funding available. The Safe Route to School program will be developing travel plans and each plan will include potential capital projects. The Safe Pathways program has approximately \$500,000 per year in capital funding.

## **8. Open Discussion**

None.

## **9. Adjourn to Oct 2006 meeting**

Meeting adjourned at 5:00 pm